

Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,175 號五十五百壹千叁萬壹第 日肆初月伍年六十二緒光 HONGKONG, THURSDAY, MAY 31st, 1900. 四拜禮 號壹十叁月五年百九千壹英港香 PRICE \$2½ PER MONTH.

Now Advertisements will be found on page 4.

AN EXCELLENT WINE. BOLL'S CHAMPAGNE.

IMPORTED ONLY BY
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LIMITED.

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ESTABLISHED 1841.

Hongkong, 31st May, 1900. [1032]

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SHAM-HEEN-CANTON.

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Visitors.

The Bed Rooms are airy and comfortably
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for Tourists.

Excellent Cuisine and best Wines.

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MADAM & FARMER, T. F. & CRUZ,
Proprietors.

Hongkong, 16th November, 1899. [41]

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Each bottle bears an Analyst's certificate.

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Does away with Soaps and Disinfectants! REMOVES

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Hongkong, 5th May, 1899.

Arrivals, Departures and other Shipping In-
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STANDARD LIFE ASSURANCE CO.

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Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE. [44]

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FIRST-CLASS PRIVATE HOTEL.

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Very MODERATE TERMS TO FAMI-

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RAINIER BEER.
 PURE, SPARKLING, INVIGORATING AND HEALTH-GIVING.

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PRICE—
 Per Case of 6 dozen Pints, \$13.50 net.
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ESTABLISHED A.D. 1841.

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 All letters for publication should be written on one side of the paper only.
 No anonymous or signed communications that have already appeared in other papers will be inserted.
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The Daily Press.

Hongkong, May 31st, 1900.

The lengthy report of Dr. FRANCIS W. CLARK, Medical Officer of Health, for the year 1899, is a storehouse of accurate, valuable, and by no means uninteresting information. It is in every way worthy of thoughtful perusal by all intelligent adult members of the community. After carefully reading through the pages of this document and its appendices, we marvel at Dr. CLARK's tireless industry; and more clearly than ever, we realise how necessary it is that he should be provided with a properly qualified and capable assistant. The duties and calls upon the Sanitary Board, particularly upon its executive head, the Medical Officer of Health, are yearly becoming more numerous, more onerous, more exacting; and it is a matter of the most imperative importance that these multifarious duties be efficiently carried out, without the paralysing fear of interruption, either through break-down or absence-on-leave. Mr. OSBORNE's motion on this score, on Friday last, at the meeting of the Board, was eminently cogent: we hope to see the Board's wishes assented to by the Government. At the present moment, the Sanitary Board has no jurisdiction over the New Territory, although that will come in due fulness of time; its sway is only exercised over the 32 square miles of land comprised in Hongkong and the Kowloon peninsula up to the bamboo fence that used to mark the old frontier line on the mainland. It is proposed, however, at an early date, to bring all the mainland between the first range of hills and the shore, from

Lyemun Pass on the East, to Laihekik behind Stonecutters' on the West, within the provisions of the local Public Health Ordinances. This will add some 15 square miles to the areas already within the Board's sphere of authority, and will, *pari passu*, increase Dr. CLARK's arduous duties. A less energetic man might reasonably be discouraged. The city of Victoria extends along the sea-front for a distance of 4½ miles, and climbs up the hill-sides, to a height of 800 feet above mean high-water mark. The total city area covered with buildings, is well over a square mile; and, although this actual area grows but slowly, the number of houses within its limits, and what perhaps, constitutes a far more significant menace to our well-being as a body—the alarmingly big number of alterations to existing buildings, in the way of additional floors, are going up by leaps and bounds. It is this dangerous mode of progression, a mode, by the way, that is occidental rather than oriental, that will give the reader pause. A Chinese city with the same population as we have, would cover much more ground. Ten years ago, four and five storied buildings were unknown in the colony, and even places of three stories were uncommon. All this is now being rapidly changed. The place is literally adding to its stature daily. A cursory glance over the city reveals the fact that property-owners on all sides are feverishly putting story on story, or, if they can afford it, are razing old buildings and hurriedly rearing up much loftier ones in their stead: they are eager to participate in the flowing tide of rents; and who can blame them? The busiest and wealthiest part of London, the City proper, is practically given up, during the night, to policemen and office caretakers. Not so the business quarters of Victoria. Our actual thoroughfares may be empty of rickshaws and chairs, and of grunting coolies staggering along under burdens; but the buildings, on either hand, are fully as crammed as in the day time. The night here brings no relief to the day. It is to this serious subject of surface crowding, this aerial rather than lateral extension, to which Dr. CLARK so often rightly recurs. Back-to-back houses are now a nightmare of the hideous past. The Insanitary Properties Ordinance, of 1899, definitely and finally swept them away to the limbo of hygienic horrors. The same Ordinance also deals, less thoroughly than we would wish, with the erection of cubicles and mezzanine floors; as well as with the relative height of buildings on land hereafter acquired from the Crown to the width of the roadway which they adjoin; but, as Dr. CLARK pertinently and forcibly remarks, almost all Crown-land comprised within the city bounds, excepting the resumed and levelled lots to the East of the Tung-wa Hospital, in Tai Ping Shan, have long ago passed into the hands of private owners; and we would further state, not for the short leases of 75 years now in vogue, but in the very great majority of cases, for terms of 999 years.

Aeration by means of wide passages is no where more vitally needful than within the tropics. In our own instance, this plea is intensified when we reflect that in the summer season, when ventilation is more essential than at any other period, the cooling breezes come from the south—i.e., as regards Victoria, pass high over our heads, and only drop to the level at which we are in the city, by the time they have crossed the harbour. It is partly for this reason that the peninsula opposite, although often registering higher absolute temperatures, is much fresher than Victoria. As old residents well know, the lower portion of the city, on many windless days in the hot season, is nothing more nor less than a huge stagnant pool of fetid air. This but emphasises the absolute need for broad streets and buildings of reasonable altitude. The obstruction by verandas, and the constant misuse of them and of flying balconies as general living rooms, are kindred matters which deserve special attention at the hands of the Board's Inspectors. This all shows that the Insanitary Properties Ordinance will have to be supplemented, ere long, by further wholesome, if more drastic, legislation in the same direction. The urgent call for a bigger supply of public urinals becomes yearly more apparent. It is far from satisfactory to learn that only three such places exist throughout the entire city. By means of meteorological statistics culled from Dr. DONNAN's Observatory reports, the uncertain nature of our rainfall is at once seen. During the past twenty years, it has ranged between 45.88 inches in 1895, and 120.66 inches in 1883.—This irregular water supply is not sufficient for the colony's every day wants, especially since water-taps are now fixed in Chinese tenements. No doubt a great deal of quite unnecessary waste takes place, even in European houses, for the unthinking native is not sufficiently tutored to an unlimited water supply. He would value it more, if it cost him greater trouble to get. This is abundantly evident when we notice a coolie go to a street hydrant, and run off several gallons to wash his feet. Had he been compelled to carry

the same amount of water from a distance or to pay some one else to do so for him, his feet would, in all likelihood, have gone unwashed; at least, he would have been less extravagant. And yet, it is a far more culpable waste to use potable water, as we in Hongkong do, for such purposes as flushing gwers and urinals, watering streets, and for extinguishing fires; because seawater would do quite as well, and cost much less to obtain and to store. Dr. CLARK, accordingly, strongly recommends the storage of salt-water in reservoirs for all ordinary municipal uses. If that were done, we should doubtless be able to get a constant service of soft water for household purposes, even during the driest months of the year. The number of deaths from malarial diseases in '99 was still high, though less so than in '98. Beri-Beri, in the three last months of the year, gave cause for grave anxiety, verging almost on an epidemic. The account of a disease supposed to be Beri-Beri, in one of the Foundling Hospitals, is of particular interest, owing to the practical absence of all those insanitary conditions—overcrowding, lack of light, air and nourishing food—with which we commonly link such an outbreak. It is greatly to be deplored that we still suffer from the fact that there is yet no systematic medical inspection of vessels immediately on arrival in harbour. The colony pays very heavily for this serious deficiency. Thus, out of 187 reported cases of small-pox, scarlet fever and diphtheria, no fewer than 55 were known to have been imported. It will be news to the ordinary lay reader to learn that scarlet fever does not appear to occur among the Chinese, and that it is comparatively unknown even among Europeans here.

Up to noon, yesterday there were reported 16 cases of plague and 15 deaths in the 24 hours.

Last week the landladies of six brothels in Third street, West Point, were brought up at the Magistracy charged with keeping brothels in a prohibited street, notice having been given them to quit by the end of April. His Worship made orders for them to quit by the first of August. Since then 26 more landladies who had gone further West returned to Third street, no doubt thinking they would be allowed to remain there until the first of August as well. At the Magistracy yesterday, however, Mr. Gompertz ordered them to clear out by the first of July.

At the Magistracy yesterday a Chinaman from Macao was charged with dealing in lottery tickets. An Indian constable saw him aboard a steamer which came alongside the wharf on Tuesday evening, and noticing that he carried a bundle he asked him the contents. The man replied "Nothing," and commenced to run away. The constable chased and caught him and took him to the Central Police Station, where the bundle was found to contain lottery tickets.—The defendant said the tickets were not for sale in Hongkong.—A fine of \$25 was imposed.

Owing to the presence of mind of Indian constable No. 530, a Chinaman was saved from drowning at West Point on Tuesday night. In attempting to land at Jardine's wharf from a small boat the Chinaman missed his footing and fell into the water. He could not swim, but managed to keep afloat by paddling with his hands. His cries attracted the notice of the Indian constable, who forthwith took off his turban and threw the end towards the Chinaman, who grasped it and was dragged ashore. Had the Indian constable not been on the scene the man would assuredly have been drowned, as the current was strong and would soon have taken him out of reach.

The Russian minister at Peking, according to a recent letter from that city, gave a grand banquet on the evening of the 11th instant at the Russian Legation, to which were invited nearly all the Ministers of the Tangle Yamen, only those—one or two—who were known to be friendly to Great Britain being absent from the function. It is reported that the banquet was held "in rejoices over the completion of a secret understanding between the two empires in anticipation of certain movements of other Foreign Powers in the Boxer agitation." This explanation comes from reliable Chinese sources at Peking, who also state that the alleged secret understanding between Russia and China has made the former Power paramount at Peking for the present at any rate.—N.C. Daily News.

We received a telegram from our Singapore correspondent yesterday, stating that the *Straits Times* had been sold by public auction to the highest bidder for \$85,000. This includes the *Straits Budget*, which is the weekly summary of the *Straits Times*, and a small job-printing business attached. The profits of the business for 1899 were \$26,578, so the price for which the paper is sold may be considered cheap as at the rate of profit made on the last year's working the capital will be recovered in four years. Mr. Arnot Reid, who for some years past has so ably edited the paper, and occupied the position of part proprietor, leaves for home on the death of the other part proprietor, Mrs. Cameron. Singapore will miss Mr. Reid. From the north we also learn that Mr. J. D. Clark has floated the *Shanghai Mercury* into a public company with a capital of Tls. 70,000, and that two hundred shares being placed on the market, the rest being taken up by the vendor and others.

The *Fume and Whiting* reached Shanghai on after 1 p.m. on the 23rd inst., and left on the 26th.

The Imperial Court was to return to the Palace, Peking, on the 23rd instant, and to proceed again to the I Ho Park after the 5th moon festival.

The Singapore Derby on the 22nd inst. was won by Chong Ah Yong's *Raidue*, the Sultan of Johore's *Tooth and Flute* being second and third.

On the 9th inst., Senhor Gallardo, Governor General Elect of Portuguese India and late Governor of Macao, arrived at Bombay, leaving next day.

A Penang telegram to the *Straits Times* announces the death at Taiping on the 22nd inst. of Sir Graeme Elphinstone, the well-known planter. He was 59 years of age.

A Router's telegram from Philadelphia on April 29th announces that Mr. Meyer Prinstein, of Syracuse University, cleared 24th 7th in a long jump, beating the world's record.

The people of Kuo-mi district, Shantung, creating such continual trouble in consequence of the German railway line, that General Yuan has consulted with the German authorities in order to divert the line some 50 li from the district.

According to the Shanghai native paper *Chia Fung Pao*, Mr. Ma Kien Chung, the ex-Director of the China Merchants, who was in trouble some time ago at Hongkong in connection with his shares in the Bank of China and Japan, has been appointed by Viceroy Li Hung-chang Director-General of the Commercial Bureau at Shanghai, where he arrived on the 23rd inst.

A Peking telegram of the 18th inst. announced the arrival of three United States gunboats at Taku, in connection with the rioting near Peking. The telegram continues:—"The number of native Christians killed is put at 72. The Foreign Ministers are of opinion that the protection of their Legations is necessary in view of the crisis. The Powers will not, however, take concerted action."

It appears from correspondence now published that General Otis was relieved from his command in the Philippines of his own request, as he had been absent from family and important business since November 1897, except for a few days. The United States War Department recognized the justice of his request and expressed their appreciation of his "distinguished and successful service in both military and civil departments."

The *Manila Times* says of the late Mr. A. W. Upton, who shot himself here in Chamberlain Road this other day:—"Mr. Upton was well known in Manila, and possessed a large circle of friends. He was formerly manager of The Alhambra Café and also of Whaley's Casino. He left here for Japan six weeks ago on business and was not hearing here, when in a state of despondency brought on by financial difficulties, he ended his own life in Hongkong by shooting himself with a revolver."

The Philippine Commissioners and a large party of ladies and gentlemen were yesterday the guests of Mr. D. Gillies, chief manager of the Pook Company, who took them out to Mirs Bay in the tug-boat *Fame*, Tuipo and other places being visited. With regard to the remuneration of the Commission, the *Chicago Record* observes:—"The members of the present Philippine commission are to receive annual salaries of \$3,000 each, except Judge Taft, the president, who is to receive \$10,000, with free transportation for themselves and their families and whatever baggage and household goods they may care to take to the Philippines. Their fixed their own salaries. The two secretaries of the commission receive \$5,000 each, which is deducted from an allowance of \$41,000 made by the secretary of war for the payment of clerk hire and other similar expenses. The money is paid out of the revenues of the Philippine Islands." At a banquet given to the commissioners at San Francisco the principal address was delivered by Mr. Whitelaw Reid, who said:—"In the interest of the islands you will secure and guarantee to them the civil rights which belong to the very genius of American institutions, but in the interests of your country you will not make haste to extend the privileges of American citizenship, which, on the one hand, would enable those peoples of the China sea—Chinese or half-breed or what not—to flood our labour market in advance of any readiness at home to change our present laws of exclusion, and on the other hand would open the door to them as states in the union to take part in the government of this continent. If in the providence of God and in contempt of past judicial rulings the Supreme Court should finally command it, you, like every other branch of the government, will obey. In their own land, and as far as may be, in accordance with their old customs and laws, you will assure to them, if you are to win the success we all wish you, every civil right we enjoy, and next, the fullest measure of political rights and local self-government they are found capable of sustaining, with ordered liberty for all the people. There, then, is the door we expect you to inflict on these temporarily turbulent wards of the nation. First order, then justice, then American civil rights, not for a class or a tribe or a race, but for all the people; then local self-government. And may God help you to fulfill this task. Above all, if there is a trace of politics in your work or of seeking for political effect at home you will fail and deserve to fail."

The steamer *Apollonius*, from New York and Straits, left Manila on the 25th instant, and is due here on or about the 1st proximo.
 The Austrian Lloyd's steamer *India* left Shanghai for this port on the 25th instant.
 The N. P. steamer *Duke of York* left Yokohama for Tacoma on the 29th instant.
 The N. G. L. steamer *Bornida* left Singapore for this port on the 30th inst., and is due here on or about the 6th June.

The Osaka Local Sanitary Association held a special meeting on the 19th inst., and unanimously adopted a proposal to administer the Haffkine lymph to the whole population of the city, as part of the measures for the prevention of plague.

The Siam Government have taken steps to do away with forced labour—a long standing evil in Siam. A beginning has been made in the north-west provinces of the kingdom by passing a decree laying on a poll tax in commutation of forced labour.

At a general meeting of the Calcutta Turf Club the following proposal for alterations in Rules of Racing was unanimously confirmed:—Rule 1. of Rules of Racing to read as follows:—"A pony is a horse measuring 14 hands 2 inches or under." The rule will take effect as from the 1st of April, 1900.

A Seoul telegram of the 19th inst. says that the claim of the Japanese subject, owning land at Masampo, negotiations concerning which are now proceeding between the Russian and Japanese representatives, will be settled very soon. The Russian authorities have recognized the validity of the title-deeds produced by the Japanese owner.

A telegram received by Shanghai mariners from Peking on the 22nd inst. states that the Grand Secretary and Generalissimo, Jung Lu, who had been seriously ill of late, is now out of danger. There were fears at first that Jung Lu had been made the victim of the friends of the Empress Dowager's lately deceased favorite eunuch, whom they accused Jung Lu of having poisoned; but this charge, according to the telegram, was groundless.

The *Chih Pao*, gives a story to the effect that an attempt was recently made to poison the Hei Apparent by means of a cup of tea brought to him by a eunuch when he was at his studies; "in the issue of the *Empress*." The youth in accordance with custom hastened to thank her before drinking the tea, on which the eunuchs had apparently not reckoned, and the fruit was thus averted. The colour of the tea is stated to have been very dark. Two eunuchs have since been beheaded, and some suspicious apparently rested upon them as being concerned in the attempt.

The St. Petersburg correspondent of the *Times* (9th May) says:—"Reports have reached here of serious friction between the Russian and the Chinese in Manchuria, on the Russian railway construction route. In one case, a detachment of 35 Chinese soldiers shot the Russian Captain of ten Cossacks, who were doing police duty. The Cossacks attacked and pursued the Chinese, cutting them down. The Russian Government sent a complaint to Peking, demanding the punishment of the highest official of the district. China complied. There have been several murders and mutilations of Russian engineers by Chinese brigands."

One of the favourite amusements among the Japanese sailors when in port is to pick a quarrel with the Chinese with the object of giving a rehearsal in miniature of the Chino-Japanese War. Sometimes the Japanese do not come out of the fray so creditably as they did some six or seven years ago. One in particular who appeared at the Magistracy yesterday with four others for being concerned in a disturbance at Hung Hui the previous evening appeared to have been very badly handled. One eye was almost completely closed up while his face and jacket were covered with blood. The *Yipin* More was in dock at Hung Hui on Tuesday evening and the sailors were strolling along the village. Sergeant Cameron met between 20 and 30 of them in Bulkeley-street, and as they were armed with sticks and seemed bent on mischief, he went about their head and made a report to an officer, who came ashore with him. The Sergeant went to Hung Hui Police Station and on his returning with five constables he found the Japanese brandishing sticks and chasing the Chinese about. He arrested three of them without much trouble, but two others who were taken in hand by P. C. Dorney were inclined to be obstreperous.—P. C. Dorney informed Mr. Gompertz that at about 20 past nine on Tuesday night he was called to Hung Hui village, where he found some 20 or 30 Japanese armed with stones and sticks striking all the Chinese they passed. He saw Sergeant Cameron arrest three of them. As he did so the fourth defendant rushed towards the sergeant. Witness, closed with him. The man struggled violently and he had to get assistance to take him to the Police Station. In the meantime the fifth defendant came and struck him on the arm with a piece of stick. Witness knocked the stick out of his hand. The man then drew a knife out of a sheath he was wearing and struck at him. He evaded the blow, which was received by Chinese Constable No. 155, who was stationed in the back. Witness then broke away from the fourth defendant and closed with his assailant. The man struggled and kicked but was finally secured. An Indian Constable took the fourth defendant to the station.—Chinese Constable No. 155 also gave evidence. For being disorderly the first, second, and third defendants were each fined \$5 or 14 days and the fourth \$15 or a month. The fifth defendant was sentenced to three months hard labour for cutting and wounding the Chinese constables.

LATEST STEAMER MOVEMENTS.

The steamer *Apollonius*, from New York and Straits, left Manila on the 25th instant, and is due here on or about the 1st proximo.
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TELEGRAMS.

"DAILY PRESS" SERVICE.

SHANGHAI, 30th May, 6.35 p.m.

THE TROUBLE IN THE NORTH.

Peking is quiet. The *Algerine* and *Orlando* with 100 marines (?) and a gun have been despatched to Taku from Weihaiwei.

London, 29th May, 12.5 p.m.

LORD ROBERTS ADVANCING RAPIDLY.

Lord Roberts reports from the Klip River that he marched 20 miles yesterday, the 28th inst. The enemy abandoned several positions as our force approached.

FRENCH AND HAMILTON FURTHER WEST.

General French and Colonel Hamilton are apparently engaged ten miles to the westward.

REUTER'S SERVICE.

LONDON, 29th May.

THE WAR—THE ADVANCE IN THE TRANSVAAL.

Lord Roberts was at Vereeniging on the 27th inst., having crossed the Vaal in the morning. The force is now encamped on the North bank. The advance of the troops only just prevented the destruction of the coal mines on both banks of the river. British casualties amounted to four.

THE WESTERN FRONTIER.

The railway from Mafeking to Bulawayo is restored.

THE FREE STATE.

General Buller's division is moving steadily to the eastward. Three columns occupied Somersburg on the 27th inst. General Buller is advancing with Col. Campbell from Trompsburg and Col. Boyes on the left from Basterdorp and General Brabant from Ficksburg.

NATAL.

Reuter's correspondent at Newcastle says that detachments of the enemy are frequently appearing near Ingogo. The British have blockaded Van Rensselaer's pass, but the enemy hold Mullers and Botlia's passes.

LONDON, 29th May.

RUSSIA AND COREA.

Mr. Brodrick stated in the House of Commons that the new agreement between Russia and Corea has no reference to sovereign rights. That it grants a concession similar to that granted to Japan at Masampo. The Government had no knowledge of any intention of Russia to erect fortifications on the conceded site.

THE LEKIN QUESTION.

Der *Ostasiatische Lloyd* in its issue of May 25th says:—"H.E. Sir Henry James, General Governor of the South-China railways, who some months ago was commissioned by the Imperial Government to prepare new customs treaties with the powers, arrived at Shanghai the other day. This seems to indicate that the negotiations have taken the course usual in China. Scarcely it was impossible for the pending question. One of the main objections—and it seems a genuine Chinese objection—is the fact that the abolition of the *lekis* would make many thousands of people payers who now find employment by the system and make a comfortable living. It must be granted that a consideration of this kind—however much it may influence the Chinese Government—can have no weight with the Powers. A more important question, though, is: will the deficiency, caused by the abolition of the *lekis* be adequately covered by the newly proposed revenue system?—Hardly! It may be remembered that the larger part of the *lekis* is being expended for certain requirements of the respective provincial governments, for which there exists no other revenue. To us it seems very doubtful that the money derived from increased custom charges, once transmitted to the Imperial Government coffers, should find its way back to the different provincial governments and thence, being deprived of one of their main revenues, would seem to be compelled to levy blackmail upon natives and foreigners from dire necessity. We believe that a moderate *lekis* system in addition to the proposed income and export duties will not hurt commercial interests in China, especially as in both cases the Chinese consumer will bear the burden. Besides, the salt revenue seems hopelessly involved in the *lekis* question and we all know how hard it is—not to say impossible—to induce the Chinese Government to relinquish an established source of revenue, such as is even to-day recognised a legitimate means of taxation in communities nearer to the heart of Europe."

"Say, mamma," said four-year-old Flossie, who had eaten independently of the Christmas dinner; "my sash is just like the window sash."
 "Why is it, dear?" asked the mother. "Because it's all around the pain," replied Flossie.

Dark Outlook.—Fortune Teller: "And I see a dark man who will give you trouble."
 The Widow (to herself): "The colliery! Why didn't I pay his bill?"

"Pa, do any miracles ever happen any more?"
 "Yes. One happened to me last night. I told your ma why I was late getting home, and she believed me."

"What are the last teeth that come?" asked a school teacher of her class in physiology.
 "False teeth, mamma," replied a boy who had just wakened on the back seat.

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sorted Waters, Dealers in Photographic
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Opposite Hongkong Hotel.

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Breakfast, Tiffin, Dinner, Wines, etc.,
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Millinery, Silk, Merinoes, Haberdashers,
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WILLIAM WHEAT, Manager.

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A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
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17a, Queen's Road Central.

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Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer, 17, Queen's Road.

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Rattan Chairs, Matting, Bamboo Blinds,
etc., 75, Queen's Road Central.

KWONG TAI LOY,
Rattan Furniture, Bamboo, Blinds, Mat-
ting, all Colours, 13, Praya Central.

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ting of all Colours, 43, Queen's Road, Cl.

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Moderate Rates.

Wm. PARLANE,
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Hongkong, 17th February, 1899.

SCIENTIFIC MISCELLANY.

SCANDINAVIAN HOUSE MATERIALS—CALCIUM
CARBIDE BY A NEW PROCESS—ELECTRICITY
IN CONSUMPTION—FRUIT FROM SHADE
TREES—WHAT IS THE SHAMROCK?—WHERE
DEATH BROINS—NATIONAL DIETARIES—
QUARTZ THERMOMETERS.

An asphalted pasteboard from Norway and a
wood and paper board from Sweden are now
building materials of great probable usefulness.
The first is made by compressing together
several layers of heavy paper and asphaltum,
the product being a smooth, solid plate, which
is as strong as wood and cheaper, which will
not crack or rot, and which is adapted for walls
and ceilings, for pavels, and for many other
purposes. The second material is a board hav-
ing a central layer of closely-fitted bits of wood,
with a layer of cement and an outer layer of
paper on each side. The paper has been com-
pressed and made waterproof. The boards are
made 4 feet wide and 8 to 18 feet long, and are
adapted not only for the interior lining of
houses, but for making trunks, boxes, tables,
and other light articles. The boards can be
polished or painted.

Calcium carbide by a cheapened process is
claimed by H. Aschermann. On treating
pyrites with lime and coke in an ordinary
electric furnace, metallic iron and calcium
carbide are produced, the latter furnishing as
pure acetylene as the carbide by the usual
process, while at least 70 per cent. less current
is required by the new method. Another ad-
vantage is that the furnace can be run con-
tinuously.

A mortar used in German schools has a
flanged edge, over which a sheet of rubber is
stretched, the paste passing through a hole in the
rubber. This cover protects the experimenter
from injurious vapors and dust, and facilitates
the pounding of hard brittle materials, such as
caustic alkalis.

The modern abundance of meat and the
increasing tendency to over-eat are held by Sir
William Banks to be a cause of the increase of
cancer. He finds the view supported by the
fact that cancer is increasing chiefly among
males, who have added to their indulgence in
heavy food much more than females.

The treatment of pulmonary consumption by
the electrical method of D'Arsonval has been
made the subject of a paper to the French
Academy by M. Donner. The high-frequency
brush discharge is applied to the skin just
above the diseased tissue five minutes each day,
and the results have been very satisfactory in
the earlier stages. The symptoms of disease
vanish in succession, the last to disappear being
the atrophicic wounds, which usually persist
until after six or eight months of treatment.
Of the seventeen cases undertaken, two were
in the initial stage, while a few showed advanced
signs of softened tissue, but all were treated
successfully, and no relapses have been reported.

In our utilitarian age the German plan of
planting fruit trees for shade along highways is
not likely to be overlooked. In Alsace-Lorraine
the roadside orchards, which are farmed out by
the state, now yield an annual revenue of
150,000 francs, and Switzerland, Belgium and
Luxembourg are successful borrowers of the
idea. In France the chief shade trees are the
poplar, the ash and the elm, which on the
national roads are cut for timber at the age of
about sixty years. Fruit trees—such as the
cherry, the pear, the apple and the plum—now
appear on the roads of several departments
instead of these forest trees, and the French
Government is likely to become one of the
world's great growers of fruit.

The white clover (*Trifolium repens*) seems to
be the plant now accepted in Ireland as the
shamrock. As this is believed to be of recent
introduction, however, there has been some
controversy of late as to the identity of the
plant traditionally used by St. Patrick to
illustrate the Trinity, and the black medick
(*Medicago lupulina*) and the wood-sorrel (*Oxalis
acetosella*) are among those suggested. The
chairman at a late meeting of the Royal Botanic
Society advocated the wood-sorrel as the true
shamrock, its leaves being more distinct than
others.

The novel dark-room light of a British pho-
tographer, Howard Farmer, consists of an elec-
tric lamp placed in a glass jar, which is contained
in a jar a quarter of an inch larger, the space
between the two vessels being filled with a six
per cent. solution of bichromate of potash. A
board cover is fitted to the jars. The light is
very bright, but appears to have no fogging
effect on the plates.

Whatever be the primary or secondary cause
of death, it is nearly always the heart that dies
first. Prof. Nothnagel, lecturing the other day
before a Vienna society, pointed out that this
is true whether the death is natural—due to
the successive wearing out of the nerve cells,
than other groups of tissues, and finally the
muscles—or whether the heart is brought to a
standstill by acute or chronic disease. The
congestion of cells and tissue in both cases sets
in from want of oxygen. In poisoning with
prussic acid, the whole body is dead before the
heart ceases to beat, but this is the only excep-
tion to the rule, the reverse being true in all
other cases. However great the fear of death,
there is abundant reason to believe it painless in
nearly every imaginable form. Consciousness
ceases before the heart stops. In a fatal gun-
shot wound the action of the bullet is more
rapid than the message to the brain announcing
it, and there is consequently no pain. Death
by burning is early made painless by suffocation.

which also relieves before death the distress so
many who die from disease. In acute febrile
disease, bacterial poison brings on depression,
apathy, and indifference, and death is free from
both dread and pain.

The average dietary of individuals in differ-
ent countries varies greatly. An English statis-
tician, Mr. B. F. Crawford, finds that an in-
habitant of the United Kingdom consumes
much more meat than a Belgian, Frenchman
or German, but a smaller proportion of bread
and potatoes. More bread and less meat are
eaten in Belgium than in any other country
considered, while a French peculiarity is the
apparent small use of milk.

Quartz has important advantages over glass
as a material for thermometers, and attempts
have been made to work it into tubes. A
French experimenter, Dufour, describes two
thermometers he has made. One contains tin
as the liquid, and is to be used for temperatures
above 240° C., while the other contains mercury,
and will be submitted to comparative tests with
the ordinary glass thermometer.

A laboratory furnace devised by Armand
Gantier can be kept for an indefinite period at
any desired fixed temperature between 150° and
1300° C.

NOTICES TO CONSIGNEES

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NOTICE TO CONSIGNEES.

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ing undelivered after the 2nd proximo, will be
subject to sale.

All claims against the Steamer must be pre-
sented to the undersigned on or before the 9th
proximo, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 1st proximo, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 26th May, 1900. [1592]

NOTICE TO CONSIGNEES.

FROM LONDON, PORT SAID, SUEZ,

BOMBAY AND STRAITS.

THE P. & O. S. N. Co's Steamship
"MAZAGON"

Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
goods are landed.

This vessel brings on Cargo—
From Italy, ex s.s. *Thames*.
From Persian Gulf, ex s.s. *Sinla*.
From Madras, ex s.s. *Lordiana*.

Optional Goods will be landed here unless
instructions are given to the contrary before
2 P.M. TO-DAY.

Goods not cleared by the 4th June, at
4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognized.

A. M. MARSHALL,
Acting Superintendent.

Hongkong, 26th May, 1900. [1]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO, AND

STRAITS.

THE P. & O. S. N. Co's Steamship
"GLYDE"

Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by
Mark and delivery can be obtained as soon as
the goods are landed.

This vessel brings on Cargo—
From Persian Gulf, ex s.s. *Pamba* and *Nacari*.
Optional goods will be landed here unless
instructions are given to the contrary before
1 P.M. TO-DAY.

Goods not cleared by the 31st inst., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognized.

A. M. MARSHALL,
Acting Superintendent.

Hongkong, 25th May, 1900. [1]

BEKANNTMACHUNG.

DE EINTRAGUNGEN in das Handels-
register sowie anderweitige Bekannt-
machungen des Kaiserlichen Konsulats werden
im Jahre 1900 durch die Zeitungen "Die
Ostasiatische Lotte" in Shanghai und
"THE HONGKONG DAILY PRESS" in Hong-
kong veröffentlicht werden.
Canton den 27. December 1899.
DER VERWESER DES KAISERLICHEN
KONSULATS.
ZIMMERMANN.

BEKANNTMACHUNG.

DE EINTRAGUNGEN in das Handels-
register sowie anderweitige Bekannt-
machungen des Kaiserlichen Konsulats werden
im Jahre 1900 durch die Zeitungen "Die
Ostasiatische Lotte" in Shanghai und
"THE HONGKONG DAILY PRESS" in Hong-
kong veröffentlicht werden.
Canton den 19. December 1899.
DER KAISERLICH DEUTSCHE KONSUL I. V.
H. VON YARCHMIN.

TO LET.

AT THE PEAK.

TO LET.

"THE EYRIE,"
No. 8, MOUNTAIN VIEW.
Both Furnished.
For Terms, apply to—
R. C. WILCOX,
Hongkong, 24th May, 1900. [1574]

TO LET, FURNISHED.
From 1st July to end of the Year.

A SUITE OF ROOMS—Bedroom, Sit-
ting Room, Bath Room and Kitchen—in
a very convenient and healthy locality.
Moderate Rental.
Apply to—
X. X. Z.,
Care of Daily Press Office,
Hongkong, 29th May, 1900. [1614]

TO LET.

"NELLIEH SIDE," BONHAM ROAD,
from 1st July next.

Apply to—
J. R. MICHAEL,
Hongkong, 30th May, 1900. [1620]

TO LET.

From the 1st July.

NOS. 5, 7 & 9, ZETLAND STREET.
Suitable for Offices and Dwellings,
together with the use of a Godown if required.
For particulars apply to—
Messrs. DAVID SASSOON, SONS & CO.,
Hongkong, 15th May, 1900. [1478]

TO LET.

SUITE OF OFFICES, OLD PRAYA
CENTRAL. Immediate Possession.

Apply to
CUACO,
Care of Daily Press Office,
Hongkong, 4th April, 1900. [1055]

TO LET.

At Moderate Rentals.

SECOND and THIRD FLOORS of Nos.
37 and 39, QUEEN'S ROAD CENTRAL.
Apply to—
POHOOMULL BROTHERS,
Hongkong, 18th May, 1900. [1513]

TO LET.

"HARFORD,"—MAGAZINE GAP.
5, RIFON TERRACE.
GLENNIFFER, KOWLOON.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 9th May, 1900. [61]

TO LET.

TWO HOUSES at Kowloon nearing
completion. Low Rentals.
From the 1st June next.

NOS. 1, ORMSBY TERRACE, KOWLOON.
Apply to—
HUMPHREYS ESTATE AND
FINANCE CO., LTD.
Hongkong, 16th March, 1900. [1086]

TO LET.

FURNISHED HOUSE at MORRISON
HILL, on or about 1st prox.
For particulars, apply to the undersigned.
O. H. GRACE,
4, Morrison Hill.
Hongkong, 2nd May, 1900. [1540]

PRIVATE BOARD AND RESIDENCE.

MRS. GILLANDERS has the honour to
announce that she has now REMOVED
to GLENWOOD, 21, Caine Road, formerly
known as Kingsclere; ten minutes from Clock
Tower.
Hongkong, 10th

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via Ports of Call	BALLAARAT	Brit. str.	—	C. L. W. Field	P. & O. S. N. Co.	On 9th June, at Noon.
LONDON VIA SUEZ CANAL	BUTTERFIELD & SWIRE	Brit. str.	—	Dickens	BUTTERFIELD & SWIRE	On 2nd June, at Noon.
LONDON VIA SUEZ CANAL	AGAMEMNON	Brit. str.	—	Nish	BUTTERFIELD & SWIRE	On 12th June.
LONDON VIA SUEZ CANAL	ANTENOR	Brit. str.	—	M. H. F. Jackson	BUTTERFIELD & SWIRE	On 20th June.
LONDON	BERLIG	Brit. str.	—	Krebs	GIBB, LIVINGSTON & CO.	On 9th June.
LIVERPOOL DIRECT	DIONED	Ger. str.	—	Goodwin	BUTTERFIELD & SWIRE	On 13th June.
BREMEN, via Ports of Call	SACHSEN	Ger. str.	—	Dammann	MELCHERS & CO.	On 14th June, at Noon.
MAIRSELLES, &c. via Ports of Call	SAJASIR	Fr. str.	—	Nogre	MESSAGERIES MARITIMES	On 4th June, at 1 p.m.
MAIRSELLES, &c. via Ports of Call	MAJAYA	Dan. str.	—	Prall	MELCHERS & CO.	On or about 4th June.
MAIRSELLES, &c. via STRAITS, &c.	MAKATA MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
MAIRSELLES, LONDON & ANTWERP, V. ST. PIERRE, &c.	AWA MARU	Jap. str.	—	N. Trenat	NIPPON YUSEN KAISHA	On 13th June, at Daylight.
MAIRSELLES & LONDON	SOCOTRA	Brit. str.	—	E. H. Hyde, R.N.R.	C. L. W. Field	On or about 15th June.
HAYRE & HAMBURG	SAMUA	Ger. str.	—	G. Schmidt	CARLOWITZ & CO.	On 13th June.
HAYRE & HAMBURG	FRIBURG	Ger. str.	—	Proesch	CARLOWITZ & CO.	On or about 23rd June.
HAYRE & HAMBURG	WITTEBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 17th July.
TRIESTE, &c. via Ports of Call	GIBRIA	Aus. str.	—	F. Mosca	SANDER, WIELER & CO.	On 9th June, at Noon.
NEW YORK VIA SUEZ CANAL	ARMENIA	Ger. str.	—	Ostermann	CARLOWITZ & CO.	On or about 23rd June.
NEW YORK VIA SUEZ CANAL	ALBENIA	Brit. str.	—	Rubens	CARLOWITZ & CO.	On or about 24th July.
VICTORIA, B.C. & TACOMA	ROBIN MARU	Jap. str.	—	A. Jackson	DODWELL & CO. LIMITED	On 4th June, at 4 p.m.
VICTORIA, B.C. & TACOMA	EMPEROR OF CHINA	Brit. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 6th June.
VANCOUVER, via SHANGHAI, &c.	BRAEMAR	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 8th June.
PORLAND, OREGON, &c.	CITY OF RIO DE JANEIRO	Aus. str.	—	W. Watt	DODWELL & CO. LIMITED	On 9th June, at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	COPTIC	Brit. str.	—	St. John George	O. & O. S. N. Co.	On 10th June, at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	NIPPON MARU	Jap. str.	—	Nelson	TOYO KISEN KAISHA	To-morrow, at 5 p.m.
SAN FRANCISCO VIA SHANGHAI, &c.	BELEGAN KING	Brit. str.	—	C. H. S. Toque, R.N.R.	BUTTERFIELD & SWIRE	On or about 30th June.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	—	Gibb, Livingston & Co.	GIBB, LIVINGSTON & CO.	On 2nd June, at Noon.
YOKOHAMA, KAGASAKI & KOBE	ROHILLA	Brit. str.	—	McArthur	BUTTERFIELD & SWIRE	On 8th June, at Noon.
YOKOHAMA, KAGASAKI & KOBE	HITACHI MARU	Jap. str.	—	G. Anderson	NIPPON YUSEN KAISHA	On 8th June, at Daylight.
NAGASAKI & MOJI	BLAZON	Brit. str.	—	McArthur	GIBB, LIVINGSTON & CO.	To-day, at Noon.
NAGASAKI & KOBE	MEYRUT	Brit. str.	—	P. L. O. S. N. Co.	P. & O. S. N. Co.	On or about 15th June.
MOJI & KOBE	NANCHANG	Brit. str.	—	P. Helms	BUTTERFIELD & SWIRE	On 7th June.
TIENSIN	LAOS	Fr. str.	—	Finlayson	MESSAGERIES MARITIMES	On or about 4th June.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CANTON	Brit. str.	—	Flanigan	P. & O. S. N. Co.	On or about 3rd June.
SHANGHAI, NAGASAKI & KOBE	BENGOAL	Brit. str.	—	O. F. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 3rd June.
SHANGHAI	KALGAN	Brit. str.	—	Laver	BUTTERFIELD & SWIRE	To-day, at 3 p.m.
SHANGHAI	WHAMPOA	Brit. str.	—	F. W. Scholz	BUTTERFIELD & SWIRE	To-day, at Noon.
SHANGHAI	LOONGHON	Ger. str.	—	Hall	DOUGLAS LAFRAIK & CO.	To-morrow, at 10 a.m.
SHANGHAI	HAICHING	Brit. str.	—	I. Sato	MITSUI BUSSAN KAISHA	On 13th June, at Daylight.
SWATOW, AMOI & FOUCHOW	ANPING MARU	Jap. str.	—	H. Nagata	MITSUI BUSSAN KAISHA	On 2nd June, at Daylight.
SWATOW, AMOI & TAIWANG	TAMUO MARU	Jap. str.	—	Lyons	BUTTERFIELD & SWIRE	To-day.
SWATOW, AMOI & TAIWANG	BELEPHON	Brit. str.	—	Pennesther	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
AMOI	KAIFONG	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 2nd June, at 4 p.m.
MANILA, ILOILO & CEBU	SONGKIANG	Brit. str.	—	R. W. Almond	BUTTERFIELD & SWIRE	To-morrow, at 5 p.m.
MANILA	TAIYUAN	Brit. str.	—	Nelson	BUTTERFIELD & SWIRE	On 8th June.
MANILA	KUMANG	Brit. str.	—	Payne	JARDINE, MATHESON & CO.	On 2nd June, at Noon.
SINGAPORE, PENANG & CALCUTTA	BORNIDA	Ital. str.	—	Sartorio	CARLOWITZ & CO.	On 9th June, at Noon.
SINGAPORE, PENANG & BOMBAY	INDIA	Aus. str.	—	A. Martinich	SANDER, WIELER & CO.	On 5th June, at Noon.
SAMARANG & SOERABAYA	SHANTUNG	Brit. str.	—	Quill	BUTTERFIELD & SWIRE	On 12th June.

SHIPPING.

ARRIVALS.
May 29, SUNKIANG, British str., 1921, S. W. Moore, Manila 27th May. Hemp and Sugar.
— BUTTERFIELD & SWIRE.
May 30, MEKPOO, Chinese str., 1229, T. Sleeman, Shanghai 25th May. General—CHINESE.
May 30, RICHIEU MARU, Japanese str., 2972, J. W. Elstrand, Seattle 25th April. General.
— NIPPON YUSEN KAISHA.
May 30, KAGIHATA MARU, Jap. str., 1234, Fujiki, Moji 24th May. Coals.—MITSUBI BUSHAN KAISHA.
May 30, EMPRESS OF CHINA, British steamer, 3103, R. Archibald, R.N.R., Vancouver 8th May and Shanghai 27th. Mails and General.
— C. L. W. Field.
May 30, FORMOSA, British steamer, 674, A. E. Hodgins, Swatow 24th May. General.—DOUGLAS LAFRAIK & CO.
May 30, HAKATA MARU, Jap. str., 3313, E. L. Sommer, Moji 24th May. General.—NIPPON YUSEN KAISHA.
May 30, WINGHANG, British str., T. H. Sellar, Shanghai 25th May and Swatow 25th. General.—JARDINE, MATHESON & CO.
May 30, UNDAUNED, British steamer, 5,600, A. C. Clarke, Welhaven 25th May.
May 30, KENDAL, British str., 1,426, Robert Dever, Moji 24th May. Coal.—DODWELL & CO. LIMITED.
May 30, TAIYUO MARU, Japanese str., 1,037, Nagata, Tamsui via Amoy and Swatow 29th May. General.—M. B. KAISHA.
May 30, ZAFIRO, American supply ship, A. W. Whitton, Manila 27th May.

CLEARANCES.

At the Harbour Master's Office.
30th May.
Hatching, British str., for Swatow.
Bellerophon, British str., for Amoy.
Guthrie, British str., for Nagasaki.

DEPARTURES.

May 30, HAMBURG, German str., for Europe.
May 30, ANPING MARU, Jap. str., for Swatow.
May 30, ROHILLA, British str., for Manila.
May 30, BENALDER, British str., for Nagasaki.
May 30, HAILAN, French str., for Hailan.
May 30, AYE, British str., for Kutchinot.
May 30, MEKPOO, Chinese str., for Canton.
May 30, HAIKONG, British str., for Swatow.
May 30, HAILING, French str., for Hailan.
May 30, TAIYUO MARU, Japanese str., for Nagasaki.
May 30, MIKAWA MARU, Jap. str., for Shanghai.

VESSELS IN DOCK.

ABERDEEN DOCK.—U.S.S. Monterey, W. H. Smith, H.M.S. Tamar, Nippon Maru.
COSMOPOLITAN DOCK.—Independent, Devanagong, Hongshan.

SHIPPING REPORTS.

The British steamer Sunkiang, from Manila 27th May, had light to moderate westerly winds, fine weather and smooth sea.
The British steamer Bellerophon, from Moji 24th May, had light winds and hazy weather all the way with the exception of two days fog N.E. of Formosa.
The British steamer Formosa, from Swatow 29th May, had light to moderate westerly winds, S.W. swell and fine cloudy weather. Steamers in Swatow—Kansu and Kwangchow.

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR AMOI.

THE Company's Steamship

"BELLEROPHON."

Captain Lyons, will be despatched as above TO-DAY, the 31st inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th May, 1900. [1611]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"KALGAN."

Captain Laver, will be despatched as above TO-DAY, the 31st inst., at 3 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th May, 1900. [1612]

VESSELS ON THE BERTH.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR NAGASAKI AND MOJI.

THE Steamship

"GUTHRIE."

Captain McArthur, will be despatched for the above port TO-DAY, the 31st inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stevedore and a duly qualified Surgeon are carried.

For Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 29th May, 1900. [1602]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, ILOILO AND CEBU.

THE Company's Steamship

"KAIFONG."

Captain Pennesther, will be despatched as above TO-MORROW, the 1st June, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th May, 1900. [1679]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"MEYRUT."

Captain R. W. Almond, will be despatched as above TO-MORROW, the 1st June, at 5 p.m.

The attention of Passengers is directed to the excellent accommodation provided by this steamer.

She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber. A doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 29th May, 1900. [1613]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PATROCLUS."

Captain Dickens, will be despatched as above on SATURDAY, the 2nd June, at Noon.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th April, 1900. [1219]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG."

Captain Payne, will be despatched as above on SATURDAY, the 2nd June, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 29th May, 1900. [1384]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG."

Captain Moore, will be despatched as above on SATURDAY, the 2nd June, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th May, 1900. [1593]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD—HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SACHSEN.

OLDENBURG.

BAYERN.

STUTTGART.

KONIG ALBERT.

WEIMAR.

PRINZ HEINRICH.

PREUSSEN.

HAMBURG (Hamburg-Amerika Linie).

SACHSEN.

OLDENBURG.

BAYERN.

STUTTGART.

ON THURSDAY, the 14th day of June, 1900, at Noon, the Steamship "SACHSEN" of the NORDDEUTSCHER LLOYD, Captain G. Dammann, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 12th June. Cargo and Space will be received on Board until 5 p.m. on WEDNESDAY, the 13th June, and Parcels will be received at the Agency Office until Noon on WEDNESDAY, the 13th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than 82.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stevedores.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 31st May, 1900. [8]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

STEAMERS.

Tons.

Captains.

Proposed Sailing.

GOODWIN.

GLENDON.

QUEEN ANNE.

DUKE OF FIFE.

Tons.

Captains.

Proposed Sailing.

GOODWIN.

GLENDON.

QUEEN ANNE.

DUKE OF FIFE.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First class Table. Doctor and STEVEDORES carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 24.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery to the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, or PORTLAND, 23.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA, TACOMA and PORTLAND to DRY and ST. MICHAEL.

Estates of Passengers to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 p.m. on the day previous to sailing.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.

Hongkong, 24th May, 1900. [10]

VESSELS ON THE BERTH.

NORDDEUTSCHER LLOYD (FREIGHT SERVICE).

HAMBURG-AMERIKA LINE. (FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

*SARINIA. (HAYRE & HAMBURG) 6th June. Freight and Passage.

*SANDIA. (HAYRE and HAMBURG) About 23rd June. Freight.

ARMENIA. (NEW YORK) About 29th June. Freight.

FRIBURG. (HAYRE & HAMBURG) About 6th July. Freight.

WITTEBERG. (HAYRE & HAMBURG) About 17th July. Freight.

*These steamers have superior accommodation for Passengers and carry a Doctor and

VESSELS ON THE BERTH

THE OSAKI SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"TANSUI MARU,"
Capt. H. Nagata, will be despatched for the above ports on SUNDAY, the 3rd June, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUBI BUSSAN KAISHA, Agents.
Hongkong, 29th May, 1900. [15]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.

THE Company's Steamship

"LAOS,"
Capt. Paulin, will be despatched as above on or about MONDAY, the 4th June.

For Freight or Passage, apply to
G. DE CHAMPEAUX, Agent.
Hongkong, 29th May, 1900. [12]

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE, AND COPENHAGEN, VIA BANGKOK.

THE Company's Steamship

"MALAYA,"
Capt. Paulin, will be despatched as above on MONDAY, the 4th June, at 10 a.m.

For Freight or Passage, apply to
MELCHERS & CO., Agents.
Hongkong, 19th May, 1900. [13]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MOUJI AND KOBE.

THE Company's Steamship

"AUSTRALIAN,"
Capt. P. H. H. will be despatched for the above ports on TUESDAY, the 5th prox., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified European are carried.

For Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 30th May, 1900. [1616]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG,"
Capt. H. Nagata, will be despatched as above on THURSDAY, the 7th June.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 29th May, 1900. [1606]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIYUAN,"
Capt. Nelson, will be despatched as above on FRIDAY, the 8th June.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 29th May, 1900. [1603]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"
Capt. Nelson, will be despatched as above on FRIDAY, the 8th June.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 29th May, 1900. [1603]

CHINA NAVIGATION COMPANY, LIMITED.

FOR LONDON.

THE Company's Steamship

"BENLARI,"
Capt. Kroll, will be despatched as above on or about SATURDAY, the 9th June.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 19th May, 1900. [1513]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR,"
Capt. M. H. F. Jackson, will be despatched as above on TUESDAY, the 26th June.

For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 19th May, 1900. [1517]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ALBENGA,"
Capt. Petersen, will be despatched for the above port on or about 24th July.

For Freight, apply to
CARLOWITZ & CO., Agents.
Hongkong, 30th May, 1900. [1617]

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) Friday, June 1, 1900, at 5 P.M.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) Tuesday, June 26, 1900, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) Saturday, July 21, 1900, at Noon.

THE Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU, on FRIDAY, the 1st June, 1900, at 5 P.M., taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 30th May, 1900. [5]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 4th June, 1900, at 1 P.M., the Company's Steamship "SALAZIE," Capt. Negre, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSIT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 24th May, 1900. [2]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMANENT GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BALLAARAT,"
Capt. C. L. W. F. will carry Her Majesty's Mail, and will be despatched from this port on THURSDAY, the 9th June, 1900, at Noon, taking passengers and cargo for the above ports.

SIX and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
M. MARSHALL, Acting Superintendent.

Hongkong, 28th May, 1900. [11]

VESSELS ON THE BERTH

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) Saturday, June 9, 1900, at Noon.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) Thursday, July 5, 1900, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) Tuesday, July 31, 1900, at Noon.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU, on SATURDAY, the 9th June, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 13th May, 1900. [3]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"AGAMEMNON,"
Capt. Nish, will be despatched as above on TUESDAY, the 12th June.For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 4th May, 1900. [1359]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship

"SHANTUNG,"
Capt. Quill, will be despatched as above on TUESDAY, the 12th June.For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 29th May, 1900. [1580]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPKAP AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA.

S.S. "BELGIAN KING" (about 20th June, 1900, at Noon).

S.S. "THYRA" (about 20th June, 1900, at Noon).

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO and SAN FRANCISCO via KOBE, YOKOHAMA, AND HONOLULU on or about 20th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, China and Japan. [14]

VESSELS ON THE BERTH

THE OSAKI SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWAN.

THE Company's Steamship

"ANPING MARU,"
Capt. I. Sato, will be despatched for the above ports on WEDNESDAY, the 13th June, at DAYLIGHT.For Freight or Passage, apply to
THE MITSUBI BUSSAN KAISHA, Agents.
Hongkong, 30th May, 1900. [1443]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

(Taking Cargo at London rates).

THE Company's Steamship

"DIOMED,"
Capt. Goodwin, will be despatched as above on WEDNESDAY, the 13th June.For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 29th May, 1900. [1368]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN AND THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CORTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) Tuesday, June 19, 1900, at Noon.

GABRIEL (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) Saturday, July 14, 1900, at Noon.

DOGRIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) Tuesday, Aug. 7, 1900, at Noon.

THE Company's Steamship "CORTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 19th June, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and must be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 2nd May, 1900. [4]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HARBOR-AMERICA LINE HARBOR.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ARMENIA,"
Capt. Ostermann, will be despatched for the above port on or about 29th June.For Freight, apply to
CARLOWITZ & CO., Agents.
Hongkong, 24th May, 1900. [1420]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897.

HONGKONG.

Airlie, British steamer, 2,500, George, May 27.

Gibb, Livingston & Co.

Australian, British str., 3,000, Helms, May 29.

Gibb, Livingston & Co.

Bellerophon, British str., 1,312, Lyons, May 29.

Butterfield & Swire

Changsha, British str., 1,463, Moore, May 29.

Butterfield & Swire

Chorfa, British str., 1,035, Williamson, May 29.

China

Clara, German steamer, 675, Hansen, May 29.

Jehosa & Co.

Devanagere, Brit. str., 1,037, Curtis, April 17.

Butterfield & Swire

Empress of China, British str., 3,003, Archibald, May 30.

C. P. R. Co.

Eschdale, British str., 1,826, Dover, May 30.

Doddwell & Co., Limited

Formosa, British str., 674, Hodgins, May 30.

Douglas Laprak & Co.

Guthrie, British str., 1,494, McArthur, May 21.

Gibb, Livingston & Co.

Hainan, British str., 1,267, Hall, May 29.

Douglas Laprak & Co.

Hakata Maru, Jap. str., 3,813, Sommer, May 30.

Nippon Yusen Kaisha

Independent, Ger. str., 871, Holtz, April 12.

Sander, Wierler & Co.

Kachidate Maru, Jap. str., 2,143, Fujiki, May 30.

M. B. Kaisha

Kaitong, British str., 1,024, Pancher, May 23.

Butterfield & Swire

Kunze, British str., 2,078, Payne, May 23.

Jardine, Matheson & Co.

Loyal, German str., 1,237, Lorenzen, May 15.

Sander, Wierler & Co.

Mansu, British str., 1,944, Kynoch, May 24.

Jardine, Matheson & Co.

Mazagon, British str., 3,270, Cook, May 28.

P. & O. S. N. Co.

Mennar, British str., 1,266, Almond, May 26.

Shewan, Tomes & Co.

Nanyang, Ger. str., 983, Lehmann, May 29.

Siemens & Co.

Nippon Maru, Jap. str., 3,302, Allan, May 24.

Toyo Kisen Kaisha

Oldenburg, German str., 3,167, Prager, May 29.

Melchers & Co.

Pakioi, British str., 1,248, Williams, May 26.

Butterfield & Swire

Pharman, British str., 1,021, Calder, May 26.

Butterfield & Swire

Sungking, British str., 1,021, Moore, May 29.

Butterfield & Swire

Rienan Maru, Jap. str., 2,972, Ekstrand, May 30.

Nippon Yusen Kaisha

Tayuan, Brit. str., 1,459, Nelson, May 26.

Butterfield & Swire

Tayuan, Jap. str., 1,075, Nagata, May 30.

M. B. Kaisha

Triton, German str., 1,033, Lassen, May 29.

Siemens & Co.

Touringman Maru, Jap. str., 2,559, Narasaki, May 20.

M. B. Kaisha

Whampoa, British str., 1,103, Garriock, May 23.

Butterfield & Swire

Wingate, British str., 1,517, Sellar, May 30.

Jardine, Matheson & Co.

Almor, German, Amr. ship, 1,878, Colcord, May 14.

Chinese

